

AUTOMOTIVE
SECTIONBOLSHEVIKI STEAL
GOLDEN KISSEL CAR

Last summer the Pacific Coast States, and even Canada, had their first view of the Kissel custom-built speedster in a resplendent chrome yellow coating. Whether roaming on its way through the country roads or merely standing at the city curb sides, the "Golden Girl" attracted unusual attention. Little did natives realize while looking at this car that it was destined to have an experience seldom "enjoyed" by any car.

A year passes, the owner, J. P. Dyer, of San Francisco, recently returned from Russia, and upon his many friends asking him what became of

his "Golden Girl," he told the following story:

"Alas, she was betrayed by her fatal beauty. The Bolsheviki got my golden lady—stole her from me in the night. When I took her home last year I found a job awaiting us. The United States War Department wanted me to go to Vladivostok, or, at any rate, they had good use for me 'Over There.' Of course, I took the car with me. I had her ashore only three days when some one eloped with her. I certainly did find motoring in Siberia to be expensive.

"Well, the first day I had her running ashore I was besieged by generals, colonels, and all manner of lesser fry for rides. Every one had a 100-mile trip to be done in less than no time, and all averred that no other car would be acceptable. Russian officers with ribbons in swaths across their chests, bowed their compliments, and would I take them to something or other battalion? The French-American and British officers cast appreciative eyes over her, and from what happened a few days later some

woolly-headed, brothers of freedom began to plot as to how to get her. "After three days of as thrilling a career as any car could desire, the end came. In the midst of the night my golden lady was taken from her rest in the garage, and I saw her no more. Whether she went into the far interior or was hidden near by, I know not. All my efforts to locate her were futile."

N. Y. COMMISSIONER PLANS
25,000 MILES OF HARD ROAD

Frederick Stuart Greene, commissioner of highways of New York, is arranging to have constructed 25,000 miles of roads before the end of his term of office in 1923.

He favors hard roads not less than eighteen feet in width, saying that they will last for at least thirty years, while the cost for maintenance will be less than for other roads.

LOCK YOUR SPARE TIRE.

Thirty dollars in gold, just for telling The Times' readers of two good auto trips for week-ends.

The touring department of the automotive section of The Washington Times has been besieged by inquiries for new trips out of Washington and in desperation the auto editor turns to his readers for help.

The old beaten paths have become commonplace. The Times will pay \$20.00 in gold for the best and \$10.00 in gold for the next best story of a week-end trip out of Washington and return. Trip may begin at noon on Saturday and extend to Sunday evening, or may be just for Sunday only.

Stories should contain descriptions of roads, towns, and cities passed through, conditions of roads and interesting incidents and points. Suggestions as to what to take with one on such a trip would add interest, such as dainty lunches, etc.

Stories should be written on but one side of the paper and should be limited to 1,500 words. They should be addressed to Automotive Editor, Washington Times, Washington, D. C., and marked "Tour Contest."

The merits of the trips will be judged by A. G. Seiler, touring director of the American Automobile Association, and his decision will be final. The Times reserves the right to publish any or all of the stories submitted. Contest starts today and closes Friday, August 29, at 6 p. m.

THE
WOMAN
IN THE
CAR

FADS AND FANCIES
FOR THE
FEMININE
MOTORIST



Wider skirts for fall dresses is the unanimous verdict of creators of fashions, who are now busy sketching, planning and producing clothes for the next season's wardrobe. The skirt width changes from season to season, the pendulum swinging backward and forward with the single and emphatic exception of the separate skirt, popularly known as the sport skirt.

It is made this season as wide or narrow as the leg stride of the wearer demands, and during the long years of its reign, twelve or fifteen at least, the separate skirt always has adapted itself to the cause of freedom in walking rather than to "hobble" widths and other uncomfortable whims of fashion. The wider dress skirt undoubtedly will be greeted with interest, but will probably have little effect on the separate skirt as such changes have had in the past. The sport skirt, to be such, must be of comfortable width.

The full width box-plaited skirt in crepe de chine, georgette crepe or sturdy woollen plaids compete for summer favor with the straight, slender model in sport satin lavishly embroidered, braided, trimmed, or finished with a printed design.

The woman who is addicted to the separate skirt and blouse for motor wear, tennis, golf and tramping may therefore have as varied an array as her heart desires. Every imaginable silk fabric has been utilized and combinations of fabrics have been successfully resorted to to produce novelties.

Perhaps flesh-colored georgette crepe with a knee deep band of eyelet work and embroidery hung from a pointed yoke of baronette satin does not suggest itself as a model to take on a hazardous motor trip or to use on a long day's tramp, but nevertheless it is offered by the best shops as fitting for the sport wardrobe. Many georgette skirts are finished with gay-colored wool embroidery.

Tricolette and baronette satin present a more practical fabric combination and is, in fact, a commendable step toward a semi-dressy skirt.

Brilliant embroidery as adornment has come much to the fore this season. The straight skirt, that is to say when neither side is pleated nor box pleated, has a band of embroidery in self or contrasting color, that may be only as deep as the hem, or as high as the knee, or frequently is embroidered to within an inch of the waistline. There seems to be no de-

cision as to just what width the embroidered band should be. When two different materials are used, they are joined together with large or small embroidered motifs.

One of the new embroidered skirts worn with a sheer blouse and dainty colored silk or wool sweater makes an alluring outdoor costume.

The short sleeve has been accepted for the summer blouse after many seasons, of the full length sleeve. French women have been wearing sleeveless and semi-sleeved blouses and frocks for several months, but the American designer is content to launch a modification of the French sleeve, which is shorter than elbow length but it may be elbow length if one prefers. Every woman can't show off her elbow.

The various types of blouses which are worn outside the skirt, the smock blouse, the puff-sleeved blouse, the Victorian bodice and the old-time jersey waist emphasize the above-elbow length sleeve.

The smock blouse and the peplum model differ very little from the models with which we are all familiar, except, probably, that they, too, as noticed in the separate skirt, are gayly embroidered and made of extravagant materials and in high colors.

The Victorian bodice is cut on loose, floppy lines, the fullness caught at the hips into a snug-fitting wide band. It really nothing more than a care-less kimono waist, but the fitted band, which is frequently in a contrasting material and color, adds the touch of smartness. One model in fancy silk crepe is shown in purple with the band, sleeve and neck trimming in white silk crepe. This new blouse is priced at \$40, upward. And the luxury tax to the price and one can be the possessor of a gay little blouse. It is new and interesting, however, from a style viewpoint.

The jersey waist molds the lines of the figure and fits snugly over the hips, as in the old-fashioned jersey models wrinkling at the waistline. It is usually shown in silk jersey in vivid shades, and because of its novelty is prohibitively priced. The more daring models have higher collars, but many others have collarless V necklines.

As the coat is the most essential article in the sport clothes wardrobe, special consideration is always given it by designers, who are constantly evolving new models. One of the newer motor wraps, that is distinctive as well as serviceable, is fashioned of knitted Shetland wool.

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CAR THIEVES MOST
ACTIVE IN YEARS

This is the particular season of the year when car stealing is at its height and owners will do well to observe every precaution. If they would display a small fraction of the ingenuity shown by the crooks there would be a very material reduction of the evil. It is practically impossible to prevent stealing entirely, but there is no gainsaying the fact that drivers' and owners' carelessness makes it altogether too easy for even amateurs to successfully engage in car stealing.

Altogether too few of the cars stolen are recovered. A fairly high per cent is credited to the police of Detroit who of the 1,547 cars so reported stolen this year have recovered 1,113. Figures for some of the larger cities for last year giving the number of cars stolen and recovered are as follows: Boston, 908, 507; Chicago, 2,413, 1,954; Cincinnati, 848, 297; Cleveland, 2,076, 1,188; San Francisco, 1,122, 1,082.

Cars should never be left without some locking device—at least an alarm set so that any attempt to steal the car will be immediately recognized by the police. Most cities forbid the locking of a car so that it cannot be moved in case of fire or other emergency, so we would not advise chaining and locking a wire wheel to a lamp post, for instance.

One owner who did that had only the wire wheel to show for his pains when he came out. Experience also shows that it is not sufficient to leave a boy in charge of the car, for the owner's instructions to the boy may be overheard by some one who can pass himself off as the owner if he happens to be of the same build and description. Spare tires also should be locked, as some make a specialty of stealing these and even those in use. Two brand new cord tires were removed from the rear wheels of a car, leaving it standing on the rims in front of a lighted theater.

The foreign demand for cars is being taken advantage of by thieves who are doing a very nice export business. It is said about 90 per cent of the cars stolen are exported. A fence for stolen cars has been discovered in Cuba from which parts they were exported to other parts of the world. Shippers should be more particular about the antecedents of any used car offered for export.

LOCK YOUR CAR.
LOCK YOUR SPARE TIRE.

SAVE ROADS LOST \$50,000,000.
NEW YORK, Aug. 2.—The railroads of the country have lost about \$50,000,000 a year through "irregularities in connection with the sale of astray and unclaimed freight," according to a statement made before Federal Judge Foster by Assistant United States District Attorney De Witt,

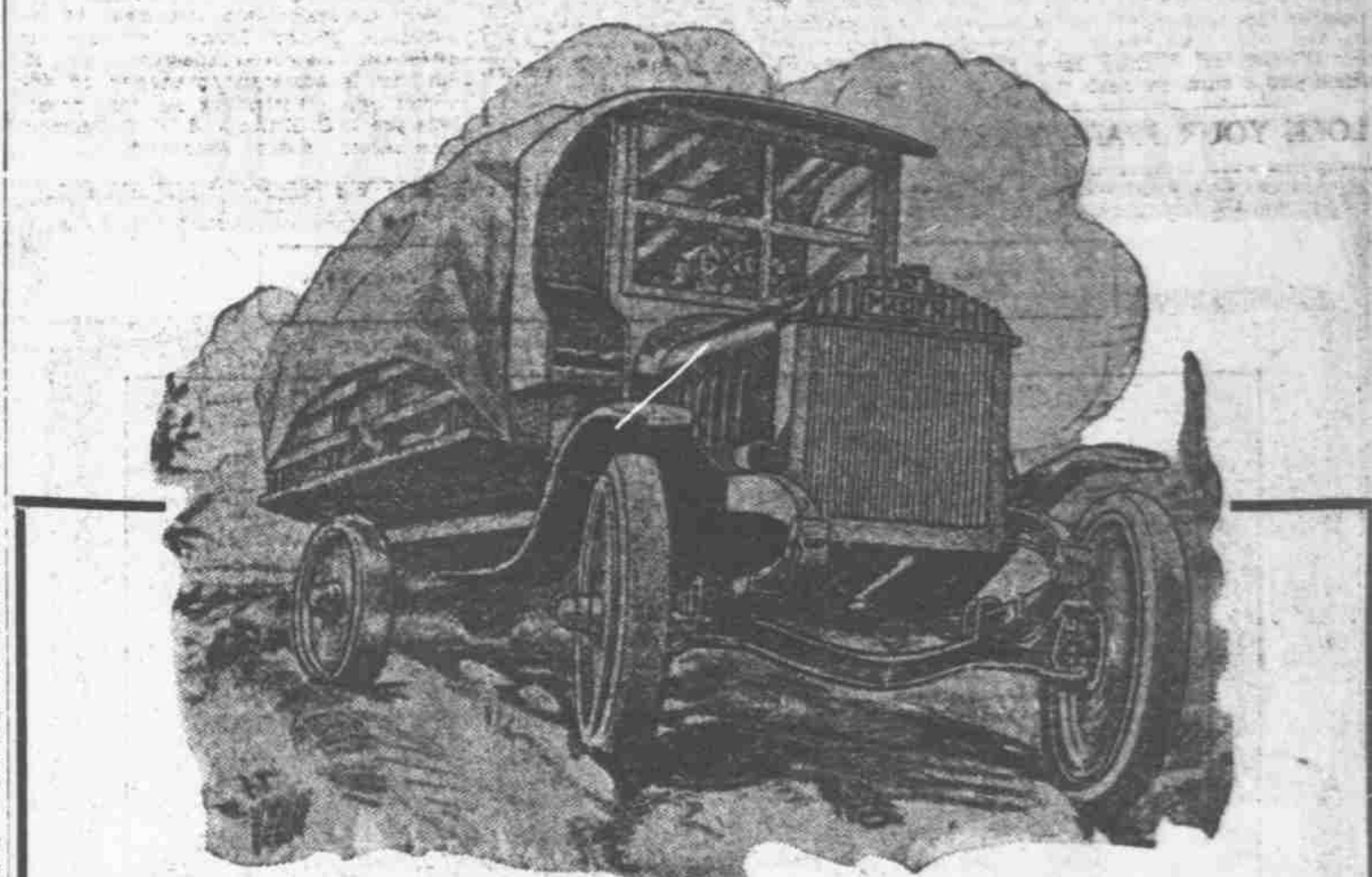
who appeared as prosecutor against Jerome S. Dumont, managing partner of the exporting firm of George Moegensen & Co. and Capt. Solomon Shuldiner, of the United States Brokerage and Trading Company. The two men are accused of frauds in connection with the business of Shuldiner's firm.

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